

CLASSIFICATION **SECRET**CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

REPORT

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25X1

COUNTRY

East Germany

DATE DISTR. x28 September 1955

SUBJECT

East German Railroads: Miscellaneous Information

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THIS IS UNEVALUATED INFORMATION

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- a. At present, a total of 60 locomotives of an undetermined type are being delivered to Poland. Poland had allegedly agreed to deliver former German type-58 locomotives [redacted] GDR. According to [redacted] these locomotives were captured by the [redacted] during World War [redacted] are said to be planning a standardization of locomotive type [redacted].
- b. The conversion of boxcars of construction series 06 for personnel shipments at Altenburg continued. The 3,400 cars of this construction series are planned to be converted [redacted] only within the GDR and for shipments to Poland [redacted].
- c. The first electric train [redacted] the Koethen - Halle railroad line on [redacted] is to operate after the change of [redacted].

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2. [redacted] 106,555 tons of raw manganese and iron ore were directly dispatched from the USSR to Eisenhuttenkombinat Ost (Iron Foundry East) (EKO) at Fuerstenberg/Oder via Frankfurt/Oder in May 1955; 22,184.4 tons of manganese and iron ore, loaded on 1,096 cars, were directly dispatched from the USSR to the EKO via Kuestrin/Kietz in March 1955. Ziltendorf served as railroad station for EKO.⁴
3. An average of 32,020 cars per day, including 11,923 cars for coal mining products, was loaded in May 1955. The average round trip period of a freight car was 3.45 days.⁵
4. [redacted] 5 July 1955, about 20 to 22 type-52 locomotives and four [redacted] observed on a siding of Ruednitz railroad station. One of the [redacted] was in the middle, the other three at the end of the column. Maintenance [redacted] being done on several locomotives.⁶
5. The coal-dust firing locomotive newly constructed at VEB Lokomotivbau (locomotive construction) "Karl-Marx" at Berlin-Babelsberg had a weight of 164 tons and a capacity of 1,500 h.p. The tender of this locomotive has a capacity of 18.5 tons of brown coal dust permitting a radius of action of 500 km.⁷

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was concluded by the GDR Railroads and the P [redacted] Railroads in March 1955. This contract indicates that the GDR Railroad [redacted] dispatch to Poland a total of 300 damaged Polish locomotives seized [redacted]. The GDR will receive 25 German locomotives, including 15 type-58 locomotives, which have been in operation in Poland since the end of the war. These locomotives are reportedly operable [redacted]

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2. [redacted] Comment. Cars of the construction series 06 are two-axle boxcars. The conversion of these boxcars for personnel shipments was reported [redacted]

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these cars [redacted] serve as a reserve [redacted] for personnel shipments. As a result of this measure, about 10 percent of the park of boxcars would be withdrawn from freight traffic.

3. [redacted] Comment. [redacted], first trial runs on the re-electrified Halle-Koethen railroad line were scheduled for the end of the year [redacted]

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4. [redacted] Comment. In April 1955, [redacted] dispatched from the USSR to the EKO at Fuerstenberg via Frankfurt/Oder. Incoming shipments via Kuestrin/Kietz were reported for the first time. In March 1955, 81,776 tons of manganese and iron ore were dispatched to the EKO from the USSR via Frankfurt/Oder. [redacted]

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5. [redacted] Comment. In April 1955, the average loading capacity per day in freight traffic amounted to 32,099 cars, including 12,084 cars for coal mining products. [redacted]

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6. [redacted] of Traffic as [redacted] nitz railroad
rese [redacted]
stat [redacted]

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7. [redacted] Comment. The completion of the newly constructed coal-dust firing locomotive was reported previously. [redacted]

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